Additional Sporting News

Well Played by Public and Experts.

adaht and pleasant weather and a od racing card attracted the largest standance of the present meeting to Laout yesterday. A large number of mem-er of the fair sex were present, it be-the first ladies' day of the fall sea-Not a close finish marked the day's on Not a close finish marked the day's soin, the winners proving much the set of their fields. The telent was in cellent form, picking a majority of the ers. The longest priced winner of day was Gerds, in the first race, ich closed at 3 to 1. The bookmakers when closed at 3 to 1. The modernakers are much the worse of the daily bout. The riding telent was reinforced yesters by the arrival of Grand Gargan, received and Imes. Grand accepted several mounts, but after riding Forge in the third race he became ill and had to ancel his other engagements. These mass will all be seen in the saddle to-

wiers will all be seen in the saddle toit.

Where horses reached the track yesterthy and a number of good ones will arthe next week following the close of the
length of the same of the
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if to 10. Gerds was also well supportd closing at 3 to 1, while Gold Point
was not lacking for friends. Salvage
tash went to the front at the start and
bedied to be winning easily, but again
out badly and finished third. Gerds, alwar close to the leader, assumed commaily by four lengths from the fastdesing Gold Point. King Lear stumbled
in the far turn and nearly fell.

Ben Greenleaf found company in the
recond race that could not keep up with
in in the early stages of the race, and.
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tring with the winner. Fair Louise ran dappointingly.

Sera made a runaway affair of the find race, going to the front at the rise of the barrier and holding a good lead inughout. Forge was on his good bearier and broke with his field, running at wen race and getting place. Hill, on imile Newman, cleverly saved ground at wen trace and getting place. Hill, on imile Newman, cleverly saved ground at the stretch turn and took third money, were was a slight favorite over Sierra, it he latter was well played.

Sepland showed in the fourth race at how poorly he had been ridden by iden on his previous out. Pauley had he mount yesterday and sent the geld-s into a six lengths lead, which he suittained until near the finish, when he rider eased up to win by a half-perfit Oscuro, superbly handled by Hill,

Pretty Race Course.

BOOKS LOSE HEAVILY

Was second, and Gratchen G. third. Miss Plenic showed early speed, but tired badly: Elgin pulled up very lame. Foreguard seemed to dislike the going and showed no speed at any stage.

The winner was the bent-played horse of the day, being backed from 6 to 5 to close at 4 to 5.

The consistent Tube Rose rewarded the front at the start, maintaining the advantage to the end. Abound, the well-played second choice, moved up fast in the stretch and was an easy second. Ray Egan, the longest shot in the race, was third. The victory marked Hills second win of the meeting. This sterling rider has been handleapped by having poor mounts so far during the meeting, but should strike his stride now and soon will be near the head of the list of winding jockeys.

The finish of the last race saw three proved the best in the going, winning by three lengths from the clever Hazel C, with Plokaninny in third position, Lescar, which had way, but could do no better than fourth.

Today's Lagoon	Entries.	
First race-Four and one-hall	if turiougn P	uren;
		Wt
Index Wheeler	Flackner	100
1402 Tom () - 1131	Brieliam	109
1403 Tom G	Kalles	165
1385 *Amelia B	104-146-1-1	
*Coupled Western stable en	try.	
Second race-Five furlongs	Selling Ti	-
1078 Gelice	Ray Reen	111
12265 In Blackstock 111 1267	Sir Barry	111
1405 Relienisker 144 1557	Auto Giel	104
5269 Burnell 111 (25)	Country Box	100
Third race fine rathe and to	wanter wards	Sell.
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146: Warne 110 140	Mismi	188
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ing. Three year olds and unwa- 1465 Force 119 1405 1400 Onstares 112 1411 Fourth race—Five furlongs.	Salling Ti	
wast-olds and named		
Index We take	Oly twen.	
1412 Pickeniese 111 1412	Clave W	1121
1417 Tube Dece 1709	De Venter	104
Index. W: 1359 1613 Pickspinns	Dir region	
Fifth race Futurity course.		
rear-olds and upward.	CENTINAS SAI	44.00
	Mandadasa	
tern Tinhand ten 1770	Mandadero	
1879 Zinkand 100 1250 1412 Lencar 108 1407		16
Sixth race Six and one-half	furiance Sal	line
Three-year-olds and un	Correction Corr	
(1400) Montgomery 114 1400	Managet	111
trin Abanad veri tran	Creenles!	111
1398 Media 111 1405	Pining	111
1255 Clint Tucker 111	CAZABE NO. INC.	

Louisville Results.

Louisville Results.

LOUISVILLE No. Oct 11 - First one six furlongs-Duquesne. 112 (Loffins) 328. 33 and 52.50.

second: Cash on Deliver. 101 (Bustom) 52.50.

second: Cash on Deliver. 101 (Bustom) 52.50.

Guind. Time-113. Island Oueca. Tokson 402.

Commoner's Touch Falvehild. Compton. Tillies.

Nightmaner and Lassie size or res.

Second race one mile-Dalar Platt. 155 (Googel. 140.20. 313 and 31.20. second. 155.20 and 16.20. second. 155.20 and 35.20. second. Blue Beard. 155 (Hentry. 52.90. (blued. Time-1131.45. Seciletity Miss. Ma.

Falson, Transport and Old Froverb size. Tan.

Tailvid race. mile and a sixteneth-Meisant. 56.

Tailvid race. mile and a sixteneth-Meisant. 56.

Tailvid, 353.40. 512 and 34.40. second. Idie
reins. 101 (Loffins). 34.10. third. Time-1147. Carl
ton Cluth. Sayville. Saisil, Decamits and Pat
rache size ran. Carlton Club finished Sare but was

disqualified for fouling.

Fourth race. 56 furloners-Three Links. 10.

(Sciesle). 56.20. 51 and 32.50. second. Gar Bird. 10.

(Googe). 24. third. Time-1131.45. Florence Rob
erts. Follie Lavy and Merry. Lad also ran.

Fifth race. one mile-Sam Hirsch. 167 (Goose).

24. 50. 32.10. second: Terrible Bill. 104 (Steele).

25.20. third. Time-1131.45. Amor. File Curry.

Zwingti and Toe Boy also ran.

Sixth race. Mile and a sixteenth-Saindle. 10.

(Fain). 31.90. 34.90 and 31.50. second. Heads Nowd., 116

(Andress). 55.50 third. Time-1-17-45. Wander.

Husky Lad. Mark A. Mayer. Letourno. Per Ar
lington and Charley Straus also ran.

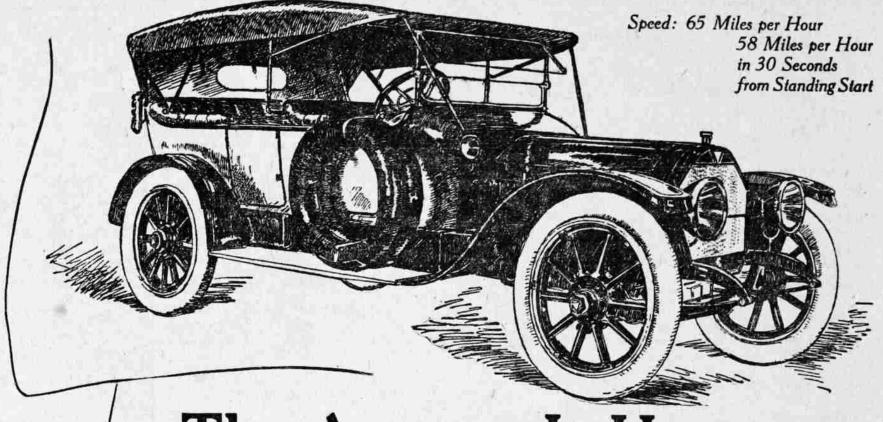
Priday's Laurel Besults.

Friday's Laurel Results. First race fre and a half furious-Raiph Lloyd 106 (Glass), A to 1 won Chinoek, 105 (Grane), 4 to 1, second; Insurance Man, 107 (Mo-Taggert), 8 to 5, third Time-105 25.

Second race three-quartors of a mile selling-Sixty 27 (Ford), 2 to 1, won: Turbine, 105 (Martin), 6 to 1, second; Clem Beachy, 27 (Moody), 15 to 1, third race, three-quarters of a mile, selling-Callisson, 102 (Carter), 8 to 5, won; Edith Ines.

(Continued on Page Twelve.)

The "54" HUDSON-a "SIX"



The Answer Is Here

to that oft asked question: "What will Howard E. Coffin do when he builds a 'Six?"

The "54" HUDSON is Mr. Coffin's reply to the most frequently asked question heard since the beginning of six-cylinder talk.

The car is here now. Experts who have driven the "54" through mountains, over long tours, in both winter and summer, and who have observed its ideal smoothness and flexibility, claim it to have no superior in any automobile, regardless of make or cost.

Many owners of the highest priced cars have remarked after examining and riding in the "54" that it is foolish for anyone to pay more for an automobile than it sells for, no matter what demands they have or how fastidious they may be.

The surprise to all motordom is that Mr. Coffin developed the "54" HUDSON along entirely different lines from those he had followed in designing his four-cylinder cars.

He is too shrewd a designer to attempt such a departure unaided. Before starting his "Six" he built up his Board of 48 Expert Engineers. Then they all worked together for two years-until every man agreed that this was the best he knew.

Came from Everywhere

Gathered from everywhere, possessing the training and experience acquired in 97 factories, some of them in Europe, these men have helped to build more than 200,000 automobiles.

Mr. Coffin wanted his six-cylinder to be a wonderful car. He knows, as well as anyone knows, the limit of any one man's ability. He knows there is much in six-cylinder cars that four-cylinder experience has not taught. So he went after the men who had done the most as six-cylinder designers

Where One-Man Cars Fall Short

No man need be told that Howard E. Coffin leads has built as many successful automobiles. But the mastery of cars of the four-cylinder type is no indi-

cation that the man is master of the six.

built up by years of four-cylinder accomplishment. Adding Two Cylinders Won't Make

A Good Six

Many a designer has learned that to his sorrow.

Six-cylinder cars have wrecked splendid reputations

Very few designers have been able to get in excess of 30 percent increased power from their six-cylinder motors of the same bore and stroke as used in their 'four." Although they have added 50 percent to the piston displacement, have practically doubled the gasoline and oil consumption, have increased the weight and have made the car more costly to operate, many sixes have failed entirely to develop that flexible smoothness for which sixes are really built.

Thus is shown the shortcomings of the one-man idea of designing. When one man dominates in the designing of an automobile, it expresses his ability and his limitations. Every man is over-developed in one way or another. Every man is good at one thing and not so good at other things. No man is perfectly balanced and no machine designed by any one man can be more rounded toward perfection than can be the ability and experience of the man who designed it.

This Not a One-Man Nor a One-Idea Car

But with 48 men, all concentrating on one car, not much is apt to be overlooked. No one man dominates. Each individual is a specialist in some branch of the work at which no one of his associates is quite his equal.

Consequently the "54" HUDSON is thoroughly

proportioned.

no detail of its mechanical design is overlooked. It is completely equipped. Every detail that adds

to comfort and luxury is included, but this is not done with the idea of attracting sales or through skimping in any other direction.

Each Supreme at His Work

Each expert is supreme in the work at which he leads. A badly proportioned car would be impossible under such methods of designing. Imagine the com-pleteness of a car designed under such conditions. There are specialists among these 48 men, some of whom know nothing of motor designing. Their forte is in other directions. They have been gathered from

The one-man car, no matter who built it-even though it were Howard E. Coffin himself-cannot be its equal, for no one man can ever possess the skill and experience these men combined possess.

But just as trained soldiers under proper generalship become a fighting machine of greater efficiency than are those same men without direction, so Howard E. Coffin by his inspiration and guidance brought out of his 47 associates work of which they are incapable under other conditions.

All that years of experience has taught in all the leading factories in all types of motor car construc-tion, is represented by these 48 men.

This you can recognize when you examine the car, even though you know nothing of automobile designing. You can sense the distinction, for it is expressed in every line-in the ease of the seats, in the purr of the motor, in its instant and powerful responsiveness, in the smoothness of its riding.

It gives an entirely different sensation from that It is not merely a "Six" which is made so by the experienced in other cars. Nothing short of actual all in building four-cylinder cars. No other designer addition of two cylinders to a good four cylinder cars. demonstration is sufficient to convey an impression It has power. But its power is not abnormal in of the smooth, gliding sensation of comfort and safety proportion to its other parts. at has beauty. But you feel in riding in the "54" HUDSON.

TRIBUNE RACING FORM CHART

Gold Point, 2 108 6 4 2 2 5 1 2 14 McBride Gold Point, 2 108 5 1 1 1 124 115 25 Hill 4.5 2- Salvage a 111 1 124 115 25 Hill 4.5 2- Salvage a 108 3 2 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	et. Horse,	Wt.	St.	14	14	4	Btr.	Fin.	Jockey.	Op.	CI
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Heathel, 6 100 6 7 Hanover 16 A root W minute. Off at 2005. Time 25, 80 3-5, 1.17. Greenteaf 2-5 blace 1-5 show Bell art John Nelts 2-6 show. Winner h. g. by Star Bright-Adalmo Trained by Star Bright Adalmo Trained Bright Ada	Ben Greenleaf. 4. Bellunicker. a Melts. 4 Fair Louise. 5	103 114 109	St.	211	1 2 5 2 2 114 6 2	1 1 2 1 2 1 3 8	1 114 2 5 2 14 4 2	1 1% 2 1 2 6 4 1	Mulligan A Nelson Hill Cavanaugh	b-1	11
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Standing start good. Won ridden out second driving third easily High price, Greenie Standing start good. Won ridden out second driving third easily High price, Greenie Winner entered for \$500 No bid. Overweight Reporter 2. Bellenicker a. Beu Gree Winner entered for \$500 No bid. Overweight Reporter 2. Bellenicker is the stretch, out the first third with the stretch, out with Greeniesf. Fair Louise made a bid turn in the stretch. 10 THERD RACE—Pire turlongs. Selling Two-year-olds. Net value to winner \$255, second \$50, third \$255.	Ben Greenleaf 4. Bellunicker, a Melta, 4 Fair Louise, 5. Dublin Minst, 4	109 114 109 100	1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 2 1 3 1 4 h	1 3% 2 % 4 2 5 5	1 1% 2 1 3 6 4 1 3 5	Mulligan A Nelson Hill Cavanaugh Fischer Corey	3-7-15 3-7-15	11
as Melia, which hung some after chasing out with Greenless. Fair Louise made a bid tur- fin home, but fell back in the stretch. 10 THERD RACE.—Fire turings. Selling Two-year-olds. Net value to winner \$255, se- and \$50, third \$25.	Ben Greenleaf 4. Bellunicker a Mella 4 Fair Louise 5. Dublin Minst 4 Raporter 2 Bauthel 6	105 114 109 100 100 104 109	11-1-2-2-6		1 2 5 2 2 114 4 2 3 2 4 n	1 1 2 1 3 1 5 5 4 h 8 3	1 314 2 5 2 14 4 2 5 5 6 8 7	1 1% 2 1 2 6 4 1 3 5 6 8	Mulligan A Nelson Hill Cavanaugh Fischer Cores Hanover	5-11-15 5-11-15 15-11-15	11
10 THIRD RACE-Pive furlangs. Selling Two-year-olds. Net value to white to one sto, third \$20.	Ban Greenleaf 4. Bellunicker a Molia 4. Fair Louise 5. Dublin Minet 4. Raporter 2 Raporter 2 Raporter 3 Raport	. 103 114 109 100 100 105 100 107 0ff at 1	i sont	Time a show	1 2 5 7 2 114 6 2 7 3 2 4 m 7 7 12R, win sut, sec	1 1 2 1 3 1 6 5 4 h 8 3 7 10 3 5, per b,	1 114 2 5 2 14 4 2 5 5 6 6 7	1 1% 2 1 3 6 4 1 3 5 6 8 7 Green Star third	Mulligan A Nelson Hill Cavanaugh Fischer Cores Hanover leaf 2-5 place Bright-Adalmo easily High	5-1 25 26 15 1-5 show Trained price, Gr	Be by senie
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Dest 13, minutes Off at 2:00 Time-15, 50 tis, 104 5 a Sterre 7-10 place, 1-3 show, 254 place, 1-3 whose Newman 1-5 show. Winner h. f. hr Selfiatre and-Nettle Hell. 25 place, 1-3 Whalen, Standing start good. Won driving, second and third easily High price, 1-7 Good 5. Teress 20 Winner entered for 2500. No hid. Overweight Sterre t. Forge 1. Ser. 14 Power 1 Sterre tan well in the going went to the front the hell gamely at the end. Forge brick well today challenged the winner in the but could not get up. Jennie Nowman saves ground by a close stretch turn. Marie Gore and at the fight. 411 FOURTH RACK-One toile Soiling. Three-year-olds and unward. Not value to win-mer \$200, second \$35, third \$15. M Post is minute Off at finite. Time-126 2-5, 162 2-6, 113 1 145-5. Sicepland 2-5 place and the control of the

post is minute. Off at 17416. Time-136, 40 100. Rose 1-3 place out show Abound 2-6 and the show Egan 7-2 show Winner b. m. ior Col. Wheeler whether Rose Trained by W. H. Standing start good. Wom easily, second and third same. Winner entered for \$200, No. 5 Standing start good. Wom easily, second and third same with the strength of the Color 2. Tube Rose had the speed, sent quickly to the front and was the same of the strength 13 SIXTH DACE-Pive and a half furions. Selling Three-year-olds and upward. Net value to minner \$200, second \$25, third \$15.

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107 1 2 1 2 3 1 3 1 5 6 5 Hill ...

108 7 7 7 7 7 6 1 6 6 9 McBride.

109 8 11 8 11 7 7 Flacher. place is minute. Of at 4:57 Time 24 4:5, 50 3:5, 1:10 1:5. Stone 1 place, 1:2 show, place 4:5 show. Pickanjony, 3:2 show. Winner b. g. by Ben Strone-Bolasda. Trained blinds, and the stone place of the second and third easily. High price, 11 learn 6 Clare 9. Winner entered for \$100. No bid. Hen Stone found a track made for him. Cover took no chances and rode him out at the sud. Hasel C. the nearest fa throughout. Pickaniony came from behind gamely. Learn hard ridden all the way. (Advertisement)

C Hopper Presiding Judge AGOON, Utah, Friday, October 11, 1912. Fifth day. Weather clear. Track heavy.

Electric Self-Cranking—Electrically Lighted

Comfort

convenience. The time was when people were willing to put up with a great deal of inconvenience in their automobiling. They realized that a 150-mile drive in a day was fatiguing. Unless he was particularly robust, the driver hardly felt like

covering a similar distance the next day. His passengers usually

But in the HUDSON every known development looking

The upholstering is 12 inches deep-Turkish type. You sink

down into it and lounge restfully in its softness as you rest in a

favorite chair. The springs are flexible, bodies rigid and well proportioned. There is roominess in the tonneau and in front.

Completeness

Electric lights are operated from a generator, also a part of the soff-cranking arrangement. They project a brilliant light for a much greater distance than gas, and are controlled from

The windshield has a rain vision arrangement which permits driving in a blinding rain with clear vision for the driver and with

full protection to the occupants of the front seat. The wind-shield is made integral with the body.

The very appearance and feel of the "54" express its quality. A gauge indicates the flow of oil through the crank case. The oil itself is not seen. A hand records that proper lubrication is being given to all parts, and another gauge indicates the supply of gasoline. There is a speedometer and clock. All these are illuminated. The condition of the car and its supplies, both

day and night, are at the immediate observation of the driver.

The regular equipment includes an electric self-starter which, by the touching of a button and the pressure of a pedal starts the motor 100 times out of 100 trials. It is 100 percent sure.

were tired and cross at the end of the day's journey.

toward easy riding qualities is incorporated.

Modern automobile designing is tending toward comfort and

Get-Away-Speed-Power

From a standing start, the "54" HUDSON will attain in 30 seconds a speed of 58 miles an hour. That indicates its get-away. What other car do you know will do as well?

On the Speedway at Indianapolis, a stock car, fully equipped, having two extra tires and hauling four passengers, top down and glass windshield folded, traveled ten miles at the rate of 621/2 miles an hour. This is marvelous when you consider that only twelve months ago a \$500 prize was offered to the stock touring car similarly equipped that would do one mile in one minute flying start on that track. Several well-known cars attempted the test but failed to make good. Well-known racing drivers pronounced the "54" HUDSON the fastest stock touring car built. It was not planned as a speed car, but as an ideal autobuilt. It was not planned as a speed car, but as an ideal auto-mobile for every requirement. It will go as slowly as 2½ miles an hour on high and fire evenly on all six cylinders. It will jump to 58 miles an hour within 30 seconds from a standing point. There is more speed in the "54" HUDSON than any driver, except an expert, traveling over a protected and absolutely cleared course, should ever demand of it.

The Chassis is Simple

There are but two grease cups on the motor. Other lubri-There are but two grease cups on the motor. Other indi-cating points throughout the chassis are just as accessible.

Consider the importance of choosing a car complete in every detail. In your selection of an automobile it is important that not one item of its design and construction has been overlooked. It is equally apparent that no one man is so infallible that he is not apt to make mistakes. The safeguard against error is in having many experts design the car. What one overlooks or is unable to accomplish, an associate corrects or is able to do. These 48 men, each a specialist in his line, have put into the car all that they have learned elsewhere. Can you imagine their leaving anything undone in a car they combined in building?

And can you think it possible that anyone is likely to soon produce anything that these men have not already anticipated and that is not already on the "54" HUDSON?

If you do not know the name of the HUDSON dealer nearest you, write us. We will arrange a demonstration that will give you a new meaning of automobile service.

If you are interested in automobiles it will pay you to have

Electric Self-Cranking. Automatic. Will turn over motor 30 minutes. Powerful enough to pull car with load. Free from complications. Simple. Positively effective. Electric Lights. Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extension lamp for night work about car. All operated by handy switch on dash.

All operated by handy switch on dash.

Ignition. Integral with electric cranking and electric lighting
equipment. Gives magneto spark. Known as Delco Patented
System, the most effectively efficient yet produced.

Power. Six cylinders—in blocks of three. Long stroke. New
type, self-adjusting multiple jet carburetor. High efficiency,
great economy. 57.8 horsepower, brake test. 54 horsepower at
1800 revolutions per minute.

Speedometer and Clock. Illuminated face. Magnetic construction. Jeweled bearings. Eight-day keyless clock.

Windahield. Rain vision and ventilating. Not a makeshift.

Not an attachment. A part of the body. Upholstering. 12 inches deep. Highest development of auto-mobile upholstering. Turkish type. Soft, flexible, resilient. Comfortable positions. Hand-buffed leather. Demountable Rims. Latest type. Light. Easily removed. Carry 38 x 414" Firk tires—heavy car typs. Extra rim.

Top. Genuine mobal: Graceful lines. Well fitted. Storm curtains. Dust envelopes.

curtains. Dust envelopes.

Bodies. Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High backs. Graceful lines. All finished according to best coach-painting practices. 21 coats—varnish and color.

Nickel trimmings throughout.

Casoline Tank. Gasoline is carried in tank at rear of car. Simple, effective, with two pound pump pressure. Keeps constant supply in carburctor either going up or down hill. Magnetic gasoline sauge continually indicates gasoline level. Bearings. All roller bearings, thoroughly tested. Latest type. Wheel Base. 127 inches.

Wheel Base. 127 inches.

Rear Arie. Pressed steel. Pull adjustable, full floating. Large bearings. Heat-treated nickel steel shafts. Easily disassembled, an Item which indicates the simplicity and get-at-ableness of the

an item which indicates the simplicity and get-at-ableness of the entire car.

Simplicity. The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All olling places are convenient. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "33"—the "Car with 1000 less parts."

Models and Prices. Five-Passenger Touring, Torpedo, Two Passenger Roadster—\$2450, f. o. b. Detroit. Seven-Passenger Touring Car, \$150 additional. Limousine, 7-passenger, \$2950, Coupe, 3-passenger, \$3950, Extra open bodies turnished with either Limousine or Coupe. Price quoted on request.

The Hudson "37"—The four-cylinder masterpiece" with the same high quality of finish and equipment as is used on the "54" is \$18751, o. b. Detroit. It is furnished in models of 5-passenger Touring Car, Torpedg and 2-passenger Roadster. See It also.

Demountable rims and big tires 36" x 43/"—minimize all tire cares. Tire holder, tools and every item of convenience are also included. The Tom Botterill Automobile Phones-Wasatch 3252 and 4057.

"BOTTERILL SERVICE."

36-42 State Street.

NOTICE OF SPECIAL MEETING
Of Stockholders of Castle Valley Coal
Of Stockholders of Castle Valley Coal
To the stockholders of Castle Valley
Coal Company.

To the stockholders of Castle Valley
Coal Company.
Notice is hereby given that a special
meeting of the stockholders of the Castle
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